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CLARK HILL | THORP REED

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clarkhillthorpreed com

November 7, 2013





Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street SW
Washington, DC 20024

ENTERED
Office of Proceedings

NOV 8 - 2013

Part of Public Record



Re:

St. Lawrence & Atlantic Railroad Company Petition for Discontinuance of Service Exemption In Androscoggin and Cumberland Counties, ME

STB Docket No. AB-1117X

Petition for Exemption / Motion for Protective Order

Dear Ms Brown:

Enclosed for filing please find the original and 10 copies of a public version of a Petition for Discontinuance of Service Exemption (the "Petition") being filed on behalf of St. Lawrence & Atlantic Railroad Company Also enclosed is our check in the amount of \$6700 representing the filing fee therefor

Because the Petition contains potentially confidential shipper information, we are simultaneously filing an original and 10 copies of a Motion for a Protective Order, and under seal, an original and 10 copies of a confidential version of the Petition.

Please time stamp the additional copy of this letter to indicate receipt of all of the foregoing, and return it to me in the stamped, self-addressed envelope provided for your convenience.

Cynthia T. Brown November 7, 2013 Page 2

Let us know if you have any questions regarding the filing.

Respectfully,

CLARK HILL THORP REED

Eric M. 11d

EMII/e Enclosures

ce: All parties shown on service list

23505.9

BEFORE THE

SURFACE TRANSPORTATION BOARD

STB DOCKET NO. AB-1117X



ST. LAWRENCE & ATLANTIC RAILROAD COMPANY
-- PETITION FOR DISCONTINUANCE OF SERVICE EXEMPTION –
IN ANDROSCOGGIN AND CUMBERLAND COUNTIES, ME

PETITION FOR EXEMPTION

Office of Proceedings
NOV 8 - 2013
Public Record

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SURFACE TRANSPORTATION BOARD

NOV 8 - 2013
SURFACE
TRANSPORTATION BOARD

ERIC M. HOCKY
CLARK HILL THORP REED
One Commerce Square
2005 Market Street, Suite 1000
Philadelphia, PA 19103
(215) 640-8500
ehocky@clarkhill.com

Attorneys for

St. Lawrence & Atlantic Railroad Company

Dated: November 7, 2013

BEFORE THE

SURFACE TRANSPORTATION BOARD

STB DOCKET NO. AB-1117X

ST. LAWRENCE & ATLANTIC RAILROAD COMPANY

ENTEREDITION FOR DISCONTINUANCE OF SERVICE EXEMPTION
IN ANDROSCOGGIN AND CUMBERLAND COUNTIES, MELLE RECEIVED

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PETITION FOR EXEMPTION

SURFACE TRANSPORTATION BOARD

St Lawrence & Atlantic Railroad Company ("SLR") hereby petitions for an exemption under 49 U.S.C. §10502 from the provisions of 49 U.S.C. §10903 to enable SLR to discontinue service over the line of railroad between the end of the line at M.P. 1.74 near Decring, Cumberland County, Maine, and M.P. 25.97 at the town line between New Gloucester, Cumberland County, Maine and Auburn, Androscoggin County, Maine, a total distance of 24.23 miles (collectively, the "Line"). In support of its request for exemption, SLR represents as follows:

Background of Proposed Discontinuance

The Line is only 24.23 miles long and is located in two counties in Maine. It traverses through United States Postal Zip Codes 04101, 04102, 04103, 04104, 04105, 04096 and 04069. Based on information in the possession of SLR, the Line does not contain federally granted rights-of-way. Any documentation in SLR's possession will be made available to those requesting it.

The Line is owned by the State of Maine, and SLR owns an exclusive perpetual freight easement over the Line. See State of Maine – Petition for Declaratory Order, STB Docket No. FD 35440 (served December 29, 2010) ("2010 Decision") (relating to the line from M.P. 12.163

to M P. 25.97); and State of Maine – Acquisition Exemption – Certain Assets of St. Lawrence & Atlantic Railroad Company, STB Finance Docket No. 35018 (served September 13, 2007) (collectively the "2007 Decision") (relating to the line from M P. 1.74 to M.P. 12.163). The Line is constructed of 100 lb. rail, and is currently in FRA Class 2 condition

In the late 1990's and early 2000's, there were three active customers on the Line shipping over 500 carloads per year, and SLR was providing service three times per week. By late 2006, two of the shippers had closed or moved their operations, and service for the one remaining shipper B&M Beans (parent company B&G Foods Company) was reduced to once per week. B&M Beans is a food product manufacturer, which is located almost at the end of the Line at M.P. 2.4. SLR's efforts to market the Line for additional business have been unsuccessful, and B&M Foods remains the only active customer on the Line.

Even the business for B&M Beans has shown a decline, from [] carloads per year in the early 2000's, to [] carloads in the 12 months between June 1, 2012 and May 31, 2013. The freight is all inbound dried beans. B&M Beans also uses trucks to handle some of its inbound ingredients, and all of its outbound products. Because the line is stub-ended, there is no overhead traffic on the Line.

- 3 -

Carloads for the 12 months prior to that were

For the purposes of this Petition, SLR is considering June 1, 2012 through May 31, 2013 as the "Base Year," and June 1, 2013 through May 31, 2014 as the "Forecast Year."

location of B&M Beans, and the estimated number of carloads, the annual level of traffic for the Forecast Year is approximately. Carload per mile, and only.

SLR, as a Class III carrier, is not required to keep on-branch and off-branch costs, and therefore does not have specific records of the maintenance spent on the Line. The Board has in the past accepted approximately \$6,500 per mile as a reasonable estimate of the costs of maintaining a Line in FRA Class 1 track condition *Burlington Northern Railroad Company* – *Abandonment* – *In Crawford and Labette Counties, KS*, ICC Docket No. AB-6 (Sub-No. 300) (February 1, 1989), 1989 ICC LEXIS 22, at *17 (finding BN's estimated annual maintenance cost of \$6,418 – in 1989 – as "very reasonable"). This estimate would equate to a maintenance cost of \$157,495 per year. In addition, the annual crew cost for providing service to B&M Foods at the current level of traffic is approximately \$12,560 *See* Exhibit B attached hereto.

Thus, the revenue from the Line barely covers the crew costs, and certainly does not cover the estimated maintenance costs and the additional costs of operating rail service (including FRA-mandated track, signal and bridge inspections, locomotive depreciation, fuel and equipment maintenance and off branch costs). Thus, continued operation of the Line would create a burden on SLR and on interstate commerce.

SLR attempted to reduce the burden of the Line by selling the assets comprising the Line to the State of Maine, Department of Transportation ("MaineDOT")⁴; however, traffic has

(PO185376) - 4 -

SLR believes that the maintenance costs for this Line located in Maine would likely be higher given the costs for snow removal, plowing tracks, and salting and plowing of crossings. While SLR believes its costs of maintaining this Line are higher, it accepts the estimate for the purpose of this Petition

See State of Maine – Petition for Declaratory Order (STB Docket No. FD 35440) (served December 29, 2010).

continued to fall and SLR cannot maintain and operate the Line profitably. SLR now seeks an exemption to discontinue service over the Line

B&M Beans's current level of traffic does not justify the continued operation and maintenance of the Line in safe operating condition. SLR should not be required to continue what would clearly be unprofitable operations.

As noted above, B&M Beans already handles much of its traffic by truck, and SLR believes that there is sufficient truck availability to handle the additional volume that is currently being handled by rail. By electing discontinuance instead of abandonment, if sufficient volumes of traffic would be generated by either B&M Beans or new customers that would seek to locate on the Line, then SLR would have the ability to restore service over the Line. Additionally, because SLR is only seeking discontinuance authority, the tracks and structures (owned by the State) will be left in place, and remain available for any potential passenger service should the State determine that it is the appropriate time to start such service.

Discontinuance of Service Over the Line Should Be Exempted

The discontinuance of service by SLR over the Line would require authorization pursuant to 49 U.S.C. §10903 unless the exemption requested herein is granted. The Board is directed by 49 U.S.C. §10502 to grant an exemption if it finds that (1) regulation is not necessary to carry out the rail transportation policy of 49 U.S.C. §10101, and (2) either the transaction is limited in scope or regulation is not needed to protect shippers from the abuse of market power.

Under 49 U.S.C. §10502 and 49 C.F.R. §1152.60, there is no requirement for a carrier to submit all of the detailed financial data that would be required if discontinuance authority were being sought under 49 U.S.C. §10903 and the regulations relating thereto. Indeed, there is no

(PO185376) - 5 -

specific requirement that any financial data be submitted.⁵ Although the proposed discontinuance here is not eligible for the two year out of service class exemption because the Line has had a minimal amount of traffic during the past two years, it is clear from the limited cost data that SLR has provided that projected costs of maintaining and operating the Line exceed the revenues that will be earned from the one remaining on-line shipper.

This discontinuance of only 24 miles of rail line located in two counties in Maine does not require detailed scrutiny to carry out the rail policies of 49 U.S.C. §10101, and is in keeping with the Board's overall policy of removing unnecessary regulatory barriers from carriers. Traffic has been minimal, with the Base Year reflecting less than carload per mile and less than carload every two weeks, and the Forecast Year expecting carload per mile and only carload a month (The Line is stub-ended, and there is no overhead traffic that can use the Line.) As will be discussed more fully below, it is clear that the ongoing costs of maintenance and operation that would be required to provide the service exceed the potential revenue that would be generated on the Line under current projections. Approval of the requested exemption under 49 U.S.C. §10502 will enable SLR to discontinue service over the Line without the extensive costs and delays that would otherwise occur if an application were required to be filed under Section 10903. Further, granting the exemption is in keeping with the following rail policies described in 49 U.S.C. §10101:

(POIR5376) - 6 -

Requirements to the contrary would run counter to the principal goals of an exemption proceeding. As the Interstate Commerce Commission found with respect to the two year out-of-service class exemption under 49 C.F.R §1152.50: "The exemption process now relieves carriers from the need to prepare the costing and valuation studies that are required for Section 10903 abandonment applications. This saves the carriers considerable time and money and allows for expeditious regulatory relief" Exemption of Rail Line Abandonments or Discontinuance – Offers of Financial Assistance, 4 ICC 2d 164 (1987).

* + *

- (2) to minimize the need for Federal regulatory control over the rail transportation system and to require fair and expeditious regulatory decisions when regulation is required;
- (3) to promote a safe and efficient rail transportation system by allowing rail carriers to earn adequate revenues...

* * *

(5) to foster sound economic conditions in transportation...

* * *

(7) to reduce regulatory barriers to entry into and exit from the industry ..

* * *

(9) to encourage honest and efficient management of railroads;

* * *

(15) to provide for the expeditious handling and resolution of all proceedings

Moreover, the grant of the exemption will not be inconsistent with any of the 15 items which have been made a part of rail transportation policy by 49 U.S.C. §10101.

The scope of the exemption requested is limited and will have limited direct impact on shippers. There is only one remaining active on-Line shipper located near the very end of the Line. That shipper has motor carrier alternatives and does not need to rely on rail service for its business.

Since the proposed transaction is of limited scope, it is not necessary for the Board to consider whether shippers need to be protected from abuse of market power. However, even if the Board were to consider market power, it is clear that shippers do not need to be protected from its abuse. As noted above, there is only one active shipper. Since this shipper has (and

(P0185376) - 7 -

regularly uses) other transportation alternatives, regulation is not needed to protect it from abuse of market power. See Delta Southern Railroad, Inc. – Abandonment Exemption – In Desha and Chicot Counties, Ark. STB Docket No. AB-384 (Sub-No. 3X), served March 23, 2011, at 3; Minnesota Northern Railroad, Inc. – Abandonment Exemption – Between Redland Jct and Fertile, in Polk County, MN, STB Docket No. AB-497 (Sub-No. 2X) (served November 14, 1997), 1997 STB LEXIS 294 at *24. No formal complaint by a user of rail service on the Line, or a state or local government entity acting on behalf of such a user, regarding cessation of service over the Line either is pending with the Board or any U.S. District Court or has been decided in favor of a complainant within the last two years.

Additional Information

Although not required under the Board's regulations for discontinuance petitions for exemption, SLR hereby provides the following additional information that would be required under 49 C F R. 1152.50(d)(2) and 1152.22 if the discontinuance were sought pursuant to the Board's class exemption:

- (a)(1) The exact name of Applicant is: St. Lawrence & Atlantic Railroad Company.
- (a)(2) SLR is a common carrier by rail subject to 49 U.S.C. Subtitle IV, chapter 105. SLR currently holds the common carrier operating freight authority for the Line and a permanent unrestricted freight easement, while the State of Maine owns the assets comprising the Line.
 - (a)(3) SLR seeks to discontinue service over the Line.
 - (a)(4) A map of the Line is attached as Exhibit A
- (a)(7) The representative of SLR to whom correspondence should be sent is: Eric M. Hocky, Clark Hill Thorp Reed, One Commerce Square, 2005 Market St, Suite 1000, Philadelphia, PA 19103.

(POI85376) - 8 -

- (a)(8) The Line traverses through United States ZIP Codes 04101, 04102, 04103, 04104, 04105, 04096 and 04069.
- (e)(4) The Line will not be suitable for use for other public purposes since only discontinuance authority is sought. In any event, the Line is owned by the State of Maine which holds the rights to use the Line for passenger service.

SLR proposes to consummate the discontinuance at the earliest possible date permitted by the Board.

Employee Protection

Although no employees of SLR are expected to be affected by the discontinuance, SLR recognizes that the discontinuance will be made subject to the employee protective conditions in Oregon Short Line Railroad Co -- Abandonment-Goshen, 360 ICC 91 (1979).

Public and Trail Use Conditions

Because this is a discontinuance proceeding and not an abandonment, interim trail use/rail banking and public use conditions are not appropriate. See Blacklands Railroad, Inc — Discontinuance Exemption — In Rusk County, Tex., STB Docket No. AB 1108X (Served April 3, 2013); CSX Transportation, Inc. — Discontinuance of Service Exemption - In Raleigh County, W Va, STB Docket No AB 55 (Sub-No 725X) (served September 11, 2012); Norfolk Southern Railway Company — Discontinuance of Service Exemption — In St Joseph and LaPorte Counties. IN, STB Docket No. AB-290 (Sub-No. 307X) (served June 18, 2008); Everett Railroad Company — Discontinuance of Service Exemption — In Blair County, PA, STB Docket No. AB-721X (served November 16, 2007); Columbus and Greenville Railway Company — Discontinuance of Service Exemption — In Greenwood, MS, STB Docket No. AB-297 (Sub-No. 103X) (served July 2, 2007).

-9-

Environmental and Historic Reports

Because this is a discontinuance and not an abandonment, SLR will not be disposing of or altering the Line or any structures that are 50 years old or older. An environmental and historic report is not required for a discontinuance. See Blacklands Railroad, Inc. — Discontinuance Exemption — In Rusk County, Tex., STB Docket No. AB 1108X (Served April 3, 2013), CSX Transportation, Inc. — Discontinuance of Service Exemption — In Raleigh County, W Va., STB Docket No. AB 55 (Sub-No. 725X.) (served September 11, 2012); Norfolk Southern Railway Company — Discontinuance of Service Exemption — In St. Joseph and LaPorte Counties. IN, STB Docket No. AB-290 (Sub-No. 307X) (served June 18, 2008); Everett Railroad Company — Discontinuance of Service Exemption — In Blair County, PA, STB Docket No. AB-721X (served November 16, 2007), Columbus and Greenville Railway Company — Discontinuance of Service Exemption — In Greenwood, MS, STB Docket No. AB-297 (Sub-No. 103X) (served July 2, 2007).

Notice

Pursuant to the provisions of 49 C F.R. §1152.60(c). Applicants have attached, as Exhibit C, a draft Federal Register notice of its Petition to be published by the Board within 20 days of the Petition's filing with the Board The form of notice has been modified to reflect that this proceeding involves a discontinuance and not an abandonment.

A notice as required by 49 C.F.R. §1105.12 was published on October 2, 2013 in the *Sun Journal* and in the *Portland Press Herald*.. A copy of the notice, and the proofs of publication are attached as Exhibit D.

- 10 -

A copy of this Petition is being sent to the persons designated in 49 C.F.R. §1152.50(d), as well as to the only shipper who used the Line in the Base Year, and in the calendar year prior to the Base Year

Conclusion

For the foregoing reasons, SLR requests that the Board, under 49 U.S.C. §10502, exempt its discontinuance of service over the Line from regulation under 49 U.S.C. §10903.

Respectfully submitted,

ERIC M. HOOKY

CLARK HILL THORP REED

One Commerce Square

2005 Market Street, Suite 1000

Philadelphia, PA 19103

(215) 640-8500

ehocky@clarkhill com

Dated. November 7, 2013

Attorneys for

St. Lawrence & Atlantic Railroad Company

Verification

I hereby verify on behalf of St. Lawrence & Atlantic Railroad Company, under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this Verification.

Executed on November 2, 2013.

Allison M Fergus Secretary

EXHIBIT A

MAP

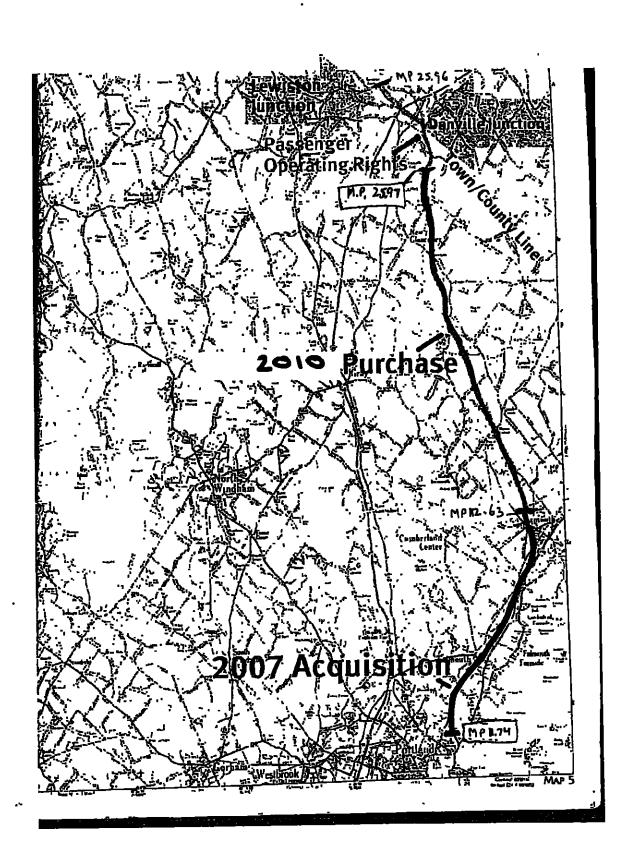


EXHIBIT B

COSTS OF SERVICE

(PO185376)

CREW COSTS FOR BASE YEAR

Two man crew

Running Time to and from Customer

6 0 hours (3 0 hours each way)

Switching and Administrative Time

2.0 hours

Total Time per Trip

8.0 hours

Crew Cost

\$502.23

Crew Cost for Base Year

(25 trips)

\$12,555 75

EXHIBIT C

DRAFT FEDERAL REGISTER NOTICE

[PD185376]

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. AB-1117X]

ST. LAWRENCE & ATLANTIC RAILROAD COMPANY - PETITION FOR DISCONTINUANCE OF SERVICE EXEMPTION – IN ANDROSCOGGIN AND CUMBERLAND COUNTIES, ME

Notice of Petition for Exemption to Discontinue Service

On November 8, 2013, St. Lawrence & Atlantic Railroad Company ("SLR") filed with the Surface Transportation Board, Washington, D.C. 20423, a petition for exemption for the discontinuance of service over a line of railroad between the end of the line at M.P. 1.74 near Deering, Cumberland County, Maine, and M.P. 25.97 the town line between New Gloucester, Cumberland County, Maine and Auburn, Androscoggin County, Maine, a total distance of 24.23 miles (the Line). The Line traverses through United States Postal Service ZIP Codes 04101. 04102, 04103. 04104. 04105. 04096 and 04069, and includes one station at Yarmouth According to the petition, the Line is stub-ended and therefore not capable of handling overhead traffic.

SLR states that the Line does not contain federally granted rights-of-way. Any documentation in SLR's possession will be made available promptly to those requesting it

The interest of railroad employees will be protected by Oregon Short Line Railroad Co - Abandonment - Goshen. 360 I.C.C. 91 (1979).

By the issuance of this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. §10502(b) A final decision will be issued no later than _____ (90 days after filing)

(PO185376)

Any offer of financial assistance (OFA) under 49 C.F.R §1152.27(b)(2) to subsidize continued rail service will be due not later than 10 days after service of a decision granting the petition for exemption. Each OFA to subsidize continued rail service must be accompanied by the required filing fee, which is currently set at \$1600. See 49 C.F.R. §1002.2(f)(25).

Because this is a discontinuance proceeding and not an abandonment, interim trail use/rail banking and public use conditions are not appropriate. Similarly, no environmental or historic documentation is required under 49 C.F.R. §§1105.6(e)(2) and 1105.8(b).

All filings in response to this notice must refer to Docket No. AB 1171X, and must be sent to: (1) Surface Transportation Board, 395 E Street, S.W., Washington, DC 20423-0001; and (2) SLR's representative Eric M. Hocky, Clark Hill Thorp Reed, 2005 Market Street, Suite 1000, Philadelphia, PA 19103. Replies to the petition are due on or before ______.

Persons seeking further information concerning discontinuance procedures may contact the Board's Office of Public Assistance, Governmental Affairs, and Compliance at (202) 245-0238, or refer to the full discontinuance regulations at 49 C.F.R. Part 1152. Questions concerning environmental issues may be directed to the Board's Office of Environmental Analysis at (202) 245-0305. Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.

Board decisions and notices are available on our website at <u>WWW STB GOV.</u>
Decided:
By the Board, Rachel D. Campbell, Director, Office of Proceedings

EXHIBIT D NEWSPAPER NOTICE

[P0185376]

NOTICE OF INTENT TO DISCONTINUE RAIL SERVICE

St. Lawrence & Atlantic Railroad Company (SLR) gives notice that on or about October 9, 2013, it intends to file with the Surface Transportation Board (STB), Washington, DC 20423, a petition for exemption under 49 USC 10502 from the prior approval requirements of 49 USC 10903, et seq. permitting the discontinuance of service over the 24 23 mile line of railroad between the end of the line at M.P. 1.74 near Deering, Cumberland County, Maine, and M.P. 25 97 at the town line between New Gloucester, Cumberland County, Maine and Auburn, Androscoggin County, Maine (the Line). The Line traverses through United States ZIP Codes 04101, 04102, 04103, 04104, 04105, 04096 and 04069 The SLR proceeding will be docketed as STB Docket No. AB-1117X

Because the proposed action entails the discontinuance of service over the Line, rather than abandonment, no environmental or historic documentation is required under 49 CFR 1105.6 and 1105.8.

Appropriate offers of financial assistance to subsidize rail service can be filed with the STB.

Trail use / rail banking and public use condition requests are not appropriate in discontinuance proceedings

An original and 10 copies of any pleading that raises matters other than environmental issues (such as offers of financial assistance) must be filed directly with the STB's Section of Administration, Office of Proceedings, 395 E Street, S W. Washington. DC 20423-0001 [see 49 CFR 1104.1(a) and 1104 3(a)], and one copy must be served on applicant's representative [see 49 CFR 1104.12(a)]. Questions regarding offers of financial assistance may be directed to the STB's Office of Public Assistance, Governmental Affairs and Compliance at 202-245-0238. Copies of any comments or requests for conditions should be served on SLR's representative Eric M Hocky. Esquire, Clark Hill Thorp Reed. One Commerce Square, 2005 Market Street, Suite 1000, Philadelphia, PA 19103; 215-640-8500.

Sun Journal

Connecting you with your community:

10/07/13

CLARK HILL / THORP REED ATTN: CAROL LYDON 2005 MARKET ST, SUITE 1000 PHILADELPHIA, PA 19103

TO WHOM IT MAY CONCERN.

We hereby certify that the following:

LEGAL AD NOTICE OF INTENT TO DISCONTINUE RAIL SERVICE

was published in the DAILY Sun-Journal a newspaper having its principal place of
business in the County of Androscoggin. With general circulation in the Countes of
Androscoggin, Franklin and Oxford

Date(s) Published:10/2/2013

Tearsheet (s) ENCLOSED Invoice ENCLOSED

Sun-Journal/SUNDAY Lewiston, Mc

Maureen Wedge

Vice President/Human Resources

Mauren C. Wedge

Subscribed and sworn to before me this <u>7TH</u> Day of <u>OCTOBER, 2013</u> at Lewiston, in the County of Androscoggin, in the State of Maine

104 PARK STREET • PO BOX 4400 • LEWISTON, MAINE • 04243-4400

S

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Continued from Page C1

crucial times in the game, starting a half and ending goal up and that led to the third one 3-0 is lough to Mike Herrick said. "I felt at well. We let that second a half, we didn't do thıngs come back from."

off a cross by Marley Byrne from the right side Grady got a foot on it in the air and Grady's first goal came redirected it into the net

"I didn't really expect to get that," said Grady "I don't want to say it was lucky, but it kind of was."

wide. Madeline Wood had a patr of bids One went wide and another was stopped by Madison tried to rally Kayla Bess had a good shot from the middle that went and started to play better goalto Kelly Pomerleau

ed well after the first goal." ed to possess the ball, but it time We were getting shots goal, but the difference "I thought we respond Herrick said. "We starred to build an attack. We startwasn't for a long period of was our shots were 30 to 40 yards out. Their shots were going to beat a keeper like they have from 40 yards inside the 18. You're not

Madison Curtis helped save a goal when Emma Byit away from Byrne The moments later when she Saints' Kymberice Johnson returned the favor on Bess got the ball away on a Bullrne had an opportunity at an open net. Curtis cleared dog opportunity

ally happened today. When ing to be a tough team to to play hard Everybody body has to pick up for that's all clicking, we're going from the keeper out." said Pelletlėr of her team's defensivo effort "We have each other. I think that re-"It's the top down, start bas to play hard Every

half She got a head on a Emma Byrne made it 2-0 with 6 25 lest in the first loose ball at the left side and The Levellon-Aubun Water Politikin Control Authority (LAMPCA) MEDGES 16 MEGACAL AUTHORITY MEDGES 17 MEDGES

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a lead," Grady said, "S we keep the ball to ourselves, but I just wanted to shapt so past Madison goalic Savanna Kandiko Then with 5 01 remaining, Grady to compose when we have got an open look and buy led it "Our coach tells. we could ice it."

Dall son 7.5 in the second half but didn't gave the Bull-dogs many open lookstat St. Dom's outshot M

the goal "When our defense is on Our defense has to make it's game, we're going to be very stingy." Pelleticr said "Our goalle makes the saves we need her to make the saves easier for her PUBLIC NOTICE OF INTENT TO FILE

PHASE Lide notice that Lawreton Addams

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Lincon Street, Lewiston, Nathe 64746

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DC 20423, a petition for terrories under
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1000, Publicipale, PA 19103, 215 640-8500 and one copy must be served on applicant? representable [see 49 CF 1104 12(s)]. Questions regarding offers of financial essistance may be directed to the 3131 Office.

will sell the town-described grantes to the highest bidder at and public, sale and stall dalaw a Quattem (Release) Dwed to the purchaser free and clear of all interests of The terms of sale are as follows: i The real estate shall be such AS IS. WHERE IS by public accident to the highest ar the time of the sale in cash or circlise, bank, or treasurer's check made payable to Labon Conversity Federal Credit Unaut in order to quality to but, each prospective bidder must depost if he Thousand Dollar 15,000.00) with David B. Ducomi, Eq., the authoriest conducting the sule for by when of and in enectation of a badgment of feet flowers and for the County of Oddord, Indiana shell again, when, a may 32, 2013, bedden when the County of Oddord, bedden shell and when a may 32, 2013, Doctor in the Responsibility of the Notion of Sade, in a setten hemsget by Hist Motion of Sade, in a setten hemsget by Hist Motion of Sade, in a setten hemsget by Hist Motion of Every of the Sade of Sad contention is not going to ing to find out (Wednesday) night," Farrell said. "We've change because we're go-

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recrizagor, Renaid A, Howe, In Lee of the itses described in said mortgage reference is hereby made for a mpute description. e property addices is located at or meny known at: 14 Pine Street, Porter, days of the sale date

Attantoy for Fatt Horzon, Horne Lane, a follown of Fatt Terressee Barl, N.A., FLORE, DUNLAVEY & YORK, P.A., IN 2000 3101

Cash payment.

4. The sale will be subject to any angles of encombrances on title winds are sale in constructed on title winds are subject to any angles outstanding numerical between the physical examination of the property may duchase a safe season or physical examination of the property may duchase a subject to the same of the physical and the same of the physical examination of the physic

Portland Press Herald Maine Sunday Telegram

www.pressherald.com

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I, Joan M. Jensen, Classified
Legal Clerk of the Portland Press
Herald and Maine Sunday Telegram
newspapers of Portland, Maine, do
hereby certify that the attached
advertisement appeared in the
October 2, 2013 edition of the
Portland Press Herald.

Classified Legal-Clerk

Subscribed and sworn to before me this 18th day of October, 2013

Notary Public

My commission expires

March 9, 2020

ALL LLOLD Kora del son 100 F

+ C6 Portland Press Herald/ Wednesday, October 2, 2013

Announcements

Ceneral Notices Lost

Found Common Com

LONGHAIRFD TORTOISE CAY - Spayed Small Cat W/orange spet on nose St SE Cumper-iand 9/15 but shows gigns of heing lost leeper Cal Tint, 781 2002

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cycs, 18 mo old maid
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DET YOUGHE - 6500 REWARD FOR MALE YOURIE Leave for merty as "Distail" last seem on the west brook / windham linu June 270 850 879 1783

PPD | PAF PIN - 7 lobes approx 1 1/4" LOST MON B/25, Vicinity Trader Jus Christmas Tree Scarboro Walmart, was Marry Scribmontal Call 324 8264

LOOKING TO BUY OR SEL! A CART

Merchandise

Antiques & Collectibles Articles for Sale- Misc. Auctions Coal, Oil & Wood

Clectronics Garage Sales Machinery & Tools Sports/Exercise Wanted to Buy

Antiques Antiques & Collectibles

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PUBLIC NOTICES

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Suite 104 Portland

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CERTIFICATE OF SERVICE

I hereby certify that on this date a copy of the foregoing document was served on the persons shown on the attached list, by first class mail, postage prepaid.

Eric M. Hocky

Dated: November 7, 2013

A. Persons to Receive Notices under 49 CFR 1152.60(d) and 1152.50(d):

Maine Department of Transportation
Office of Freight Transportation, Rail Program
16 State House Station
Augusta, Maine 04333

United States Department of the Army
Military Surface Deployment and Distribution Command
Transportation Engineering Agency
ATTN: SDTE-SA (Railroads for National Defense)
709 Ward Drive, Building 1990
Scott AFB, IL 62225-5357

U.S. Department of the Interior -National Park Service RTCA Program (Org code 2240) 1849 C Street, NW Washington, DC 20240

Office of Chief of Forest Service U.S. Department of Agriculture 1400 Independence Ave., SW Washington, DC 20250-003

B. Most Recent Shipper(s):

B&M Beans (B&G Foods Company) One Bean Pot Circle Portland, ME 04103